Lock & Dam 23 - ?

(Somewhere between Saverton & Clarksville, Missouri)
Mississippi River

U.S. ARMY CORPS OF ENGINEERS **BUILDING STRONG®**

Construction: Not Applicable

Description

The final survey report of the 9-Foot Channel Project, published in January 1932 as House Document 137, included a plan for the construction of Lock and Dam 23 at a cost estimate of $4,842,500.

However, during construction of the Project, it was determined that Lock and Dam 23 was not necessary to maintain the navigation channel and it was eliminated from the plan.

The final survey report of the 9-Foot Channel Project, published in January 1932 as House Document 137, included the following cost estimates for the 9-Foot Channel Project:

Purchase of Three Large Modern Dredges	$1,500,000
Additional Survey and Studies	$600,000
Dredging, Washington Avenue Bridge to Northern Pacific Bridge	$356,000
Dredging, Pool 1, Below Washington Avenue Bridge	$94,000
Second Lock, Twin Cities Lock and Dam	$1,300,000
Dredging, Head of Hastings Pool	$290,000
Second Lock at Hastings	$1,500,000
Lock And Dam No. 3	$3,502,487
Lock And Dam No. 4	$3,910,821
Lock And Dam No. 5	$3,921,413
Lock And Dam No. 5A	$3,863,772
Lock And Dam No. 6	$3,017,063
Lock And Dam No. 7	$4,445,934
Lock And Dam No. 8	$4,551,613
Lock And Dam No. 9	$4,158,294
Lock And Dam No. 10	$3,721,800
Lock And Dam No. 11	$3,775,850
Lock And Dam No. 12	$3,673,800
Lock And Dam No. 13	$4,165,400
Lock And Dam No. 14	$3,437,300
Lock And Dam No. 15 (Rock Island--including flowage damage and removal of old lock)	$6,416,000
Lock And Dam No. 16	$4,889,100

Lock And Dam No. 17	$4,381,400
Lock And Dam No. 18	$5,456,400
Dredging at head of pool 19, including removal of standing timber	$33,000
Second lock at No. 19, Keokuk	$1,500,000
Lock And Dam No. 20	$4,850,500
Lock And Dam No. 21	$4,837,600
Lock And Dam No. 22	$4,583,000
Lock And Dam No. 23	$4,842,500
Lock And Dam No. 24	$5,179,200
Lock And Dam No. 25	$4,050,500
Lock And Dam No. 26	$4,577,600
Removal of Wing Dams	$228,700
Flowage Damages	$12,395,092
TOTAL ESTIMATED COST:	**$124,006,139**

Estimated Annual Operating and Maintenance Costs:	
Operation and Care of Locks and Dams	$750,000
Channel Stabilization and Maintenance	$1,000,000
TOTAL ESTIMATED ANNUAL COST:	**$1,750,000**

The 9-Foot Channel Project

Lock and Dam 23 was never constructed as U.S. Army Corps of Engineers' engineers determined it would not be needed to maintain a 9-foot-deep navigation channel between Locks and Dams 22 and 24. There are 29 locks and dams on the Upper Mississippi River that provide a water stairway of travel for commercial and recreational traffic from Minneapolis to the Gulf of Mexico.

The existing 9-foot Channel Navigation Project was largely constructed in the 1930s and extends down the Upper Mississippi River from Minneapolis-St. Paul to its confluence with the Ohio River and up the Illinois Waterway to the Thomas J. O'Brien Lock in Chicago. It includes 37 Locks and approximately 1,200 miles of navigable waterway in Illinois, Iowa, Minnesota, Missouri and Wisconsin.

The maintenance needs of the aging infrastructure are increasing at a rate much greater than the operations and maintenance funding provided for the system which adversely affects reliability of the system. Long-established programs for preventive maintenance of major lock components have essentially given way to a fix-as-fail strategy, with repairs sometimes requiring weeks or months to complete. Depending on the malfunction, extended repairs can have major consequences for shippers, manufacturers, consumers, and commodities investors.

Additionally, the system's 600-foot locks do not accommodate today's modern tows without splitting and passing through the lock in two operations. This procedure requires uncoupling barges at midpoint which triples lockage times and exposes deckhands to increased accident rates.

There are more than 580 manufacturing facilities, terminals, grain elevators, and docks that ship and receive tonnage in the Upper Mississippi River basin. Grains (corn and soybeans) dominate traffic on the system. Other commodities, mainly cement and concrete products, comprise the second largest group. A modern 15-barge tow transports the equivalent of 1,050 large semi-trucks (26,250 cargo tons, 875,000 bushels, or 17,325,000 gallons). Annually, the 9-foot project generates an estimated $1 billion of transportation cost savings compared with the operation and maintenance costs of approximately $115 million.